वाले उद्योगों को बढ़ावे के साथ साथ कुशल और अकुशल श्रमिकों के लिए बड़े पैमाने पर रोजगार के अवसर उत्पन्न होंगे। यह एक शेख चिल्ली की कहानी का द्योतक है। मेरी राय में इसका वह अंश छूट गया है कि भविष्य में रामलल्ला के मंदिर का कार्य आरंभ करके रोजगार का रास्ता जो है वह प्रशस्त किया जाएगा।

महोदया, अपने नागरिकों का कल्याण सुनिश्चित करना किसी भी सरकार का पहला कर्तव्य होता है। साक्षरता, शिक्षा, विशेषकर प्राथमिक शिक्षा, स्वास्थ्य, सफाई और पेयजल के क्षेत्र में निवेश करना सरकार की मुख्य प्राथमिकता है। इन सभी सुविधाओं से खासतौर से अनुसूचित जाति और जनजाति के लोग वंचित हैं, जिनकी संख्या इस देश में 25 प्रतिशत है। इन्हें सुविधाएं कैसे प्रदान की जाएं, इसका कोई तौर-तरीका इसमें नहीं बताया गया है। इसके अतिरिक्त सरकार समाज के सबसे गरीब वर्गों की सामाजिक सुरक्षा को सुदृढ़ करने के लिए उपाय करेगी, किन्तु उपाय के तौर-तरीके का जिक्र इस अभिभाषण में नहीं है। हो सकता है कि जल्द ही पूरे देश में शिव सेना और रनबीर सेना की तर्ज पर सुरक्षा को और सुदृढ़ किया जाए।

महोदया, गत वर्ष डा० अम्बेडकर जन्म दिवस पर कल्याण मंत्रालय का नाम बदलकर सामाजिक न्याय और अधिकारिता मंत्रालय रखा गया। यह एक साहसिक और ऐतिहासिक कार्य प्रतीत होता है और इससे ज्यादा ऐतिहासिक कदम विभाग का नाम बदलने के साथ-साथ यह किया गया है कि अनुसूचित जाति और जनजाति के कल्याण का करोड़ों रुपया उन पर खर्च न करके पशुओं के कल्याण में और अन्य मदों में लगाया जा रहा है।

महोदया, प्रधान मंत्री जी ने 20 और 21 फरवरी, 1999 को दिल्ली से लाहौर बस सेवा के उद्घाटन अवसर पर बस से यात्रा की, जिससे मैत्री की भावना एवं शांति का संदेश जागृत हुआ। यह एक ऐतिहासिक कदम है। इसके साथ-साथ प्रधान मंत्री जी के कार्यकाल में 11 और 13 मई, 1998 को पोखरण में सफलता-पूर्वक परमाणु परीक्षण होना सरकार का ऐतिहासिक कदम रहा है, जिससे भारत एक परमाणु शस्त्र संपन्न राष्ट्र बना, वहीं खेद के साथ कहना पड़ रहा है कि आज के परमाणु युग में भारत देश में अनुसूचित जाति, जनजाति के लोगों के साथ अत्याचार हो रहे हैं। जनजातीय क्षेत्रों में आज भी हमारे आदिवासी नंगे हैं, भूखे हैं, अशिक्षित हैं। उनके यहां विकास की किरण तक नहीं पहुंची है। इस अभिभाषण में उनके प्रति सद्भावना भी व्यक्त नहीं की गई है।

महोदया, इस अभिभाषण में सरकार की उपलब्धियों का वर्णन, सरकार की कमियों को छिपाने के लिए बढ़ा-चढ़ाकर किया गया है। मैं इस अभिभाषण में दिए गए अनावश्यक तथ्यों का विरोध करता हूं। धन्यवाद, महोदया।

THE DEPUTY CHAIRMAN: Now we have just six minutes left for the statement to be made by the Defence Minister

आज जो भी बोलेंगे, उनके लिए 6 मिनट का समय है। 6 मिनट में कौन बोल सकता है?...(**व्यवधान**)...चूंकि 6 मिनट के बाद मैं बिल्कुल घनटी बजा दूंगी। इसलिए बेहतर होगा कि कल हमारे पास समय है पूरे दिन का, तो कल बोल लीजिएगा। बाकी टाइम जो बचा है 3 घंटा 15 मिनट का, कुल सुबह 12 बजे से इस पर फिर डिसक्शन करें। हम लोगों के पास इस समय स्टेटमेंट है मिनिस्टर का। बीच में आपकी तकरीर आधी हो तो कुछ अच्छा नहीं लगेगा।

मौलाना ओबेदुल्ला खान आज़मी (बिहार): मैडम, 6 मिनट बोलकर कल फ़िर बोल सकते हैं, अगर इजाजत हो तो।

†[مولانا عبید اللہ خاں اعظمی: میڈم - ۶ منٹ بول کر پھر بول سکتے ہیں - اگر اجازت ہو تو -]

उपसभापतिः नहीं। आपकी बात अधूरी यहां सुनाई दे और सारी रात लोग सोचते रहे कि आए क्या बोलना चाह रहे थे, उस टेंशन से मैं सबको बचाना चाहती हूं। डिफेंस मिनस्टिर साहब।

STATEMENT BY MINISTER

Re. Crash of an Indian Air Force Aircraft Near Indira Gandhi International Airport, New Delhi

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES); Sir, on 7 March 1999, an AN-32 aircraft of the Indian Air Force crashed while

†[ ]Transilteration in Arabic Script

approaching to land at the Indira Gandhi International Airport at New Delhi. The aircraft was on a routine flight having initialy taken off from Agra, made a staging half at Gwalior and then was on its way to Delhi. The aircraft took off for Delhi at 0730 hrs. The sortie was uneventful till the aircraft was on final approach for landing on Runway 10 at Delhi. The aircraft has crashed about 2 nautical miles short of the runway. There were no survivors.

The reported Runway visual Range was 1100 meters. This was within the pilot's capability. From the immediately available evidence, the pilot was making an ILS (Instrument Landing System) approach for landing on Runway 10. The aircraft has crashed short of the runway at a point where normally it should have been about 600 ft above ground. An IAF Court of Inquiry, constituting specialists on the aircraft, has been instituted to investigate the cause of the accident. The aircraft Flight Data Recorder and the Cockpit Voice recorder have been retired from the accident site in an undamaged condition. These are expected to provide vital evidence for establishing the cause of the accident.

As per last information, a total of 22 bodies have been recovered from the crash site. 18 Service personnel comprising of four aircrew, and 14 passengers were on board the ill-facted aircraft, 3 persons were. civilians who were at the place of crash and one person is yet to be fully identified. The next of kin of the service personnel killed have been informed.

The AN-32 is a twin-engined medium transport aircraft of the IAF. It has been in service in the IAF for the last 15 years and has a good safety record. It is a reliable and technically robust aircraft which has flown extensively in the IAF.

The aircrew were fully qualified to undertake the mission.

THE DEPUTY CHAIRMAN: I have certain names for clarifications. Shri Suresh Kalmadi.

SHRI SURESH KALMADI (Maharashtra): Madam, the country witnessed the Vayu Shakti, 1999, over Doordarshan yesterday, and it showed the great achievement of the Indian Air Force and the high standard which they maintained. But, unfortunately, the crash of the AN-32 aircraft, and, of course, of the Airbus 747, cargo plane, the day before, at Chennai, illustrate that technology and flight safety must go hand in hand.

Madam, as per the statement, they say that the visibility was 1100 metres, whereas various newspaper reports and especially some statements originating from the Air Force state that the visibility was much less than 1100 metres. There was smog in the area of the flight path and the visibility was much poorer than 1100 metres. Would the hon. Defence Minister at least investigate whether it was 1100 metres or whether it was below the minimum range in which case the flight should have been diverted somewhere else? Also, the ATC Guild had made a statment yesterday which stated that the CAT II ILS is not functioning properly. They have also said that it was not the first time that the AN-32 had disappeared from the screen. It had happened before, and this is due to the transponder incompatibility. Of course, the strikes by the ATCs at various times, especially in the recent times, have created a bad environment not conducive to flight safety. The ATC Guild had also pointed out about the mushrooming of buildings in areas around the airport, namely, Vasant Kunj, Pappankalan and Dwarka.

6.00 P.M.

The Air Force and the Airport Authority had at various times objected to the construction of these buildings. I would like to know whether there would be a separate inquiry into this so as to make sure that such buildings, which are flight hazards,.do not come up there. Madam, what I am very concerned about is that

there is a lot of construction work going on inside the airport. If you see to the left side of the landing area, where the cargo terminal and the international terminal are, there are so many buildings coming up. The undershoot, the overshoot side of the runway should be kept absolutely open. There should be no construction there. There is so much of construction within the Palam area. There have been so many crashes now at the Palam airport over the year. Why are we adding on buildings there? I don't understand this. So, I would like to request the hon. Defence Minister to have a look at that also.

Then, ATCs are not having proper equipment. We are getting very modern aircraft, which have got the latest equipment, but, unfortunately, it doesn't match with the equipment on the ground. I would like to point out that the Air Force ATCs also should have better equipment. And I am talking of, say, Pune. Pune today doesn't have an Instrument Landing System. So many aircraft are landing, but there is no ILS in Pune. It is still the NDP. I think all the Air Force bases must have the latest navigational equipment. I think the hon. Minister should ask for a report and recommendations on that score as well.

Then, there is another point. The manifested passengers were only 14. But there were 18 people on board. This is never done. How did these four passengers come? It is very unfortunate that they lost their lives. From your statement I don't see whether any compensation is being paid to all the Air Force personnel. Now, these four people, who were not the manifested passengers, will not be allowed to claim compensation. But, at least, as an exception, their families should not be defaulted for the fault of somebody who had authorised these people to travel in this manner. I would request you to have a look at that. I am happy that you have ordered a court of inquiry. But we have had so many courts of inquiry and the findings have never been made known to us, especially in regard to the Voice Box Recorder, etc. There must be some system whereby in regard to a statement made in the Parliament, the findings of an inquiry must be brought to the notice of the Parliament. The reports should be laid on the Table of the house. Otherwise, after the court of inquiry is set up, we never come to know what has happened. These are the few things that I wanted to bring to your notice.

THE DEPUTY CHAIRMAN: It is a good suggestion. Something happens and the Members of Parliament are concerned—specially during a Parliament Session—the Government says it is making an inquiry. But if the inquiry committees' reports are not made known to the Members through the Parliament, then there is no point in seeking clarifications and having discussions, because it becomes a futile exercise. In this case, maybe it will take some time for the inquiry report to come. But he can lay it on the Table of the House at any other time. It is a very good suggestion.

SHRI JOHN F. FERNANDES (Goa): Madam, in the morning this House paid its respects to the deceased. This accident happened yesterday, a day when the Indian Air Force had given an excellent performance at the Pokhran firing range.

Madam, this AN-32 was a cargo plane. I don't know how 18 persons were there on board. I presume they are not civilians. The Minister has mentioned that 14 were the serving officers of the Air Force. How has a cargo plane been used as a passenger plane? I would like to know whether this is permissible. Secondly, we often see that we acquire old aircraft and, particularly, the aircraft carriers. For instance, we had the Vikrant and the Virat. Again we have seen that the Dornier, which was phased out from the Vayudoot, had been given to the Air Force. Only the other day we have seen an aircrash of the Dornier, which was operating as an AWAC, a reconnaissance plane. Despite additional funds in the

Budget being given by the Government —and this year we have 11% more—why are attempts not being made to see that the defence forces get the latest equipment? And we have gone nuclear. I think it is high time that we phased out these old planes which are just like a flying coffin. As my colleague has rightly mentioned, the flight had come below the height of detection by a radar. We were also told that they lost contact with the ATC. Not only there was visual failure, there was also a total failure of audio. I am happy that the Minister of Civil Aviation, Shri Ananth Kumar is here—he has gone out—it was proper that he also was here because we lack a lot of facilities at the airports. We have seen yesterday that the airport was closed for two hours. It is said that there were only five fire tenders.

THE DEPUTY CHAIRMAN: He is not here.

SHRI JOHN F. FERNANDES: He was here, Madam. He was sitting very close to the hon. Defence Minister.

THE DEPUTY CHAIRMAN: Like the plane going out of the radar, the Minister has gone out of the House.

SHRI JOHN F. FERNANDES: Probably, I should not have stood up second to speak. I wish I had been the last. Madam, I feel that the Government should take note of it, and see that our defence forces are well-equipped with the most modern equipment.

Madam, the hon. Minister has mentioned in the statement that one body is not identifiable. Just before coming to the House, I have news that that was the body of a Flt. Lieutenant. If the hon. Minister has that information, he can confirm it. Madam, three people were civilians, and we know that they were very poor people, they were the people who were living in *jhuggis* and *jhopries*. There is no mention made here by the hon. Defence Minister whether any financial assistance has been given to them, either from the Defence Minister or from the Prime Minister's Relief Fund. I hope, the hon. Minister will clarify that point, and also see that those people who are injured are also given some assistance.

Madam, I have mentioned about the railway crossings. We were told that the airport was closed for two hours because there were only five fire tenders with the Airports Authority of India. When they had gone to that accident site, there was a railway crossing, and the road was closed. Now, why should we not take a decision to see that within the proximity of airports, at least such crossings are not there? You have so many fly-overs here. They are building so many fly-overs in Delhi. I suggest that there should be fly-overs wherever there are crossings around the airport, so that we should not suffer as far as our traffic is concerned.

Madam, the other day, it was mentioned in the Press that two of the persons in the aircraft were civilians. The Government is very silent about it. I want to know whether they were illegally flown in this aircraft or whether they were permitted to be flown in the defence aircraft. In the statement the Minister has said that there were 14 passengers. He has not mentioned about them. It is reported that they were officers of the Indian Air Force. I want to known whether the hon. Minister wants to club these two civilians also among the 14 because he has termed it as passengers.

Madam, you rightly mentioned that the report of the inquiry committee should be tabled in this House; otherwise, the Ministers should not make any statement before this House. I have repeatedly asked, at least for the last 10 years, that if the report is not laid on the Table of the House, at least, it should be placed in the Library so that the Members can go through it, and we can suggest ways and means when we pass some legislation as to how safeguards should be taken and how such accidents are avoided in future.

SHRI GURUDAS DAS GUPTA (West Bengal): Madam, the statement made by the hon. Minister of the present

Government, the Defence Minister, does not give out the details that he should have shared with this House of Parliament. This is not the first time that this particular type of aircraft, AN-32, that was purchased from the erstwhile Soviet Union has crashed.

This particular type of aircraft had crashed at least ten times earlier.

That is the information which has been shared with us by important people. This particular aircraft had been purchased in order to enable the Indian Air Force to drop supplies in the difficult terrains. That is why this type of special aircraft was requested for and it was supplied by the erstwhile Soviet Union. Therefore, the first question that arises is on how many occasions this particular type of aircraft has crashed during the last ten years, since its acquisition. What was the inquiry report? Is it true that after the disappearance of the Soviet Union, the parts necessary for replacement and repair are not available? If it is true, then what steps are being taken by the Defence Ministry to get regular supply or to arrange for supply or to manufacture these spare parts that are necessary? Therefore, this question should be much beyond this particular crash that has taken place. On the technical efficiency, on the technical reliability, on the availability of spare parts or on the number of accidents that took place, have any reports been collected thereon?

Secondly, Sir, another question is whether it is true that because of the inoperation of the particular instrumental landing system that had been installed recently at the International Airport, which was not usable for the time being, this accident took place. Number one runway was closed and number two runway was used. The clearance was given to this particular aircraft to land on the second alternative runway. There is every reason to believe that the permission granted for landing *via* this second runway could have been a cause or is a cause or may be a casue for the crash. Therefore, a question arises whether the instrument landing system which was installed with a fanfare, with much publicity announcing to the world that Delhi Airport is equal, at par with any airport in the world, is properly operating and enough trained personnel are handling it. I would like to know whether this system was operative when this accident took place. If that particular system was inoperative, then why clearance for landing was given? I would like to know whether it has something to do with this crash because ever since this particular landing system has been introduced, reports are creeping in about its instrumental failure, mechanical failure and failure of personnel in handling this system. If it is so, then much remains to be done. This is a question which the hon. Defence Minister cannot answer. This is a question which the hon. Minister for Civil Aviation must answer. You should kindly ask the Civil Aviation Minister to come and let us know about it. Thirdly, the reliable reports suggest that instead of 14 the number of people on board was 22. The number of people on board was 22 because a body of a woman and child have been found. They were not there on the ground. They did not die because of the crash landing or because of the crash of the plane. Then arises a suspicion. There is a report that one lady and one infant child were on board. It obviously means that they are unauthorised. If they are unauthorised, it gives us an idea as to what is going on in the defence and what is going on even with regard to the military planes. Who authorised them? Is it true?

SHRI SATISHCHANDRA SITARAM PRADHAN (Maharashtra): Earlier, criminals also travelled. And...

SHRI GURUDAS DASGUPTA: That is for you. You are in the Government. You have much better access to information than us.

THE VICE-CHAIRMAN (SHRI JOHN F. FERNANDES): Pradhanji, please, let him speak.

SHRI GURUDAS DAS GUPTA: It is fine. I take this point. The hon. Minister of Defence has to respond to this. According to a senior Member of this House, who belongs to the ruling combin ation, the criminals also travelled by this.

SHRI SATISHCHANDRA SITARAM PRADHAN: Earlier, criminals also travelled.

THE VICE-CHAIRMAN (SHRI JOHN F. FERNANDES): Mr. Pradhan, your name is here. You can speak at that time.

SHRI GURUDAS DASGUPTA: I am not referring to the lapses. Mr. Fernandes has taken over this stewardship most eminently I am speaking of the defence in general. Sir, Government is a continuous process. Whoever may be in the Government are concerned about the safety, security of the defence system at every point of time. Therefore, the question of unauthorised passengers on board remains an important issue. The next point is, new construction is taking place near to that and it is said that the Aviation Ministry has opposed to the construction. Ignoring the objection of the Civil Aviation Ministry, a new locality is being developed. I do not know whether it is a part of the Government's policy to encourage the real estate business, as has been reflected recently in the Government's announcement. Is it out of their deep anxiety to bring out as upswing in the real estate business that the opinion of the Civil Aviation Ministry had been negated and had been ignored? Is it not that the coming up of such a locality can prove to be a hindrance or a security hazard to aircraft operating in that area?

SHRI NARENDRA MOHAN (Uttar Pradesh): Thank you, Mr. Vice-Chairman, Sir. I share the anxiety and views expressed by my colleagues here. A lot many things, perhaps, should have been there in the statement, but are not there. The statement should have mentioned as to why the main runway was not used. Why was the main runway number 28 closed? Had the main runway been used, the accident would not have been occurred. Why was the Instrument Landing System not functioning? My information is, the landing system, which was installed in Februrary this year, is not operational even now. Another information is, whatever has been installed will become inoperational by the year 2000. So, the question is, why was the main runway not used?

The other important point on which I would like to seek information from the hon. Minister of Defence is, it is not a question of 14 passengers. Is it correct that there were three Wing Commanders? Sir, Wing Commander's is not a small position in the Air Forece. My information is, there were three Wing Commanders, one Squadron Leader, three Flight Lieutenants and some of their officers. Are we going to treat our Wing Commanders that casually?

I was expecting that if a person, who is of the rank of a Wing Commander, passes away because of aircaft accident, at least his name will be mentioned. But it is very unfortunate that the death of these Wing Commanders has been taken in such a casual way. This is my second quary. The third query, which I would like to pose is what is the rate of accidents of Indian Air Force planes? In sixties', about 40 planes used to crash. In seventhies', about 35 planes used to crash. In eighties', about 20 planes used to crash. And even this year about twenty planes used to crash. And even this year about twenty planes have crashed. Is it correct? If it is not correct, what is the correct figure? About 40 per cent of the accidents which occur, are caused by human error in airports. About one-and-a-half squadron. Is it correct? This is my information. The losses because of these

accidents is about Rs. 3,000 crores per year. Rs. 3,000 crores! During the last ten years we have lost more than Rs. 30,000 crores.

I would like to seek one more piece of information from the hon. Minster. There has been consistent emphasis for the last ten years that the training should be imparted on Jet trainer aircraft. There have always been promises that this is coming. Why has this not come? Sir, an MIG or a plane like this, which has crashed, if I am not wrong, costs about Rs. 3,00 crores, and the Jet trainer costs about Rs. 10 crores. So, if we take all thse things so casually...(*Interruptions*)... of course, I have fully faith in the stewardship and the Leadership of the hon. Defence Minister. He knows all those facts. He has assured that very soon Jet trainers will be introduced. But when is it coming? The Standing Committee, in its reports, has consistently been expressing its anxiety, its deep concern on these accidents. Consistently I have seen the reports of the Standing Committee for the last three years. There has always been a paragrph on this point. Why have these reports of the Standing Committee not been duly considered up till now? Why is it hapening? It is a very, very strange phenomenon that not only the informationis not shared with us about various accidents which take place in the Air Force, but the report of LA Fontoin, Which was given in 1980, has not been shared with us. There were not many recommendations. We do not know whether these recommendations have been implemented or not. There is another report of Dr. A.P.G. Abdul Kalam Azad, our illustrious scientist and Defence Advisor, who was entrusted with the job of inquiring as to why these air accidents are taking place so much in this country. Is there any conspiracy behind it?

Is there any conspiracy behind it? or is there lack of training or lack of instruments? Why is this happening? I do not know it. Perhaps, about a year has passed. Has the report been submited to the Ministry? If the report has been submitted, what is that report? The House must know it. It is nothing secret. Fortunatley, our Defence Minister believes in transparency, and he pleads for transparency. Why a plane crashes is not a defence secret. We must know it. The House must know it. This information is not coming. Every time this point has been raised in this House and in the Lok Sabha also, perhaps, a deaf ear has been given to it. Why is this happening? I feel corcerned about it.

I am of the opinion that the Ministry of Defence must work in Conjunction with the Civil Aviation Ministry also, at least on these matters when an accident takes place at an international airport like Delhi or Chennai or Bombay. Fortunately, there have not been many accidents in Bombay. But then, perhaps, the whole burden is now on the Defence Minister to reply. I wish that he should not say that he will not be able to commit about the new landing system's functioning. He should say specifically whether it was functioning or not functioning, why it was not functioning and who is responsible for it. Our air traffic control is practically in a shambles. Often we have listened to a lot many things on this issue. I requet, through you, Sir, the hon. Minister that he should give very clear information on the various issues which I have raised.

Thank you.

SHRI PRANAB MUKHERJEE (West Bengal): Mr. Vice-Chairman, Sir, as some of my colleagues have already pointed out, some passengers' names were not included in the passengers' manifest. How did it happen? I am not an expert. But my coleague, Shri Suresh Kalmadi, or anybody else who is associated with the Air Force, can say that the names of persons how were traveling in the aircraft must appear in the passengers' manifest. Newspapers have given their names. As per "THE HINDUSTAN TIMES" of the four persons whose

names did not figure in the flight passengers' manifest, one was Wing Commander Dinesh Kumar, and another was Flying Officer H.S. Grewal. It was found from the identity cards found on their bodies. As Mr. Gurudas Das Gupta or somebody else has mentioned, there was a woman and a ten-year old child. It is a presumption. We do not know it. They may belong to the families of the Air Force officials.

In para 3 of this statement, the Minister has mentioned that three persons who were civilians, were killed. They were on the work site where the plane crashed Therefore, it is presumed that no civilian passenger was in the aircraft.

Why I am referrring to this is this I do not know it. The Court of inquiry which has been instituted, will come out with its observations. But it apears that when some names were not included in the passengers' manifest, some information was not to be disclosed. It clearly points out to the laxity in the use of the Air Force Aircraft. My Question and concern is there. This type of laxity has to be avoided if we want to avoid sabotage or some other things.

Other questions have been raised. This one is a pertinent question. Definitely, the Defence Minister is not responsible for the maintenance of an airport which is used for both civilian purposes and the Air Forece purposes. He may have an exclusive jurisdiction for the airports exclusively meant for the Air Force. But, perhaps, in our anxiety to have activities in some other areas, we ignore some very basic principles of safety and security. This issue has been raised from the floor of this House. So far as the Palam Airport, the Indira Gandhi International Airport is concerned, in our anxiety to encourage construction industries, are we compromising with the safety requirement at the Airport itself?

He can collect that information from his collegue in the Civil Aviation Ministry. But, if there is a negligence, that must be inquired and looked into.

The third aspect as the Chair has already observed, and the House can reasonably expect is that if not the volminous reports of the court of inquiry, the minimum expectation is that the Government should keep the House informed of the salient observations of the Inquiry Committee in regard to the reasons of the crash and thereafter what corrective measures the Government have taken. I would expect that the hon. Minister would throw some more light, specially in regard to, if I may be permitted to say so, the misuse of the aircraft; and if it is a misuse, you are opening the area where there can be many dangers, where there can be even the risk of sabotage, particularly when the names do not appear in the passengers list. It is really intriguing to me.

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Sir, the Statement submitted before us is an incomprehensive one. The Statement says that the ill-fated flight taken off from Agra made a halt at Gwalior and then was on its way to Delhi. Sir, I want to come to the question directly. I would like to know whether the destination was Delhi or Allahabad. If the destination was Allahabad, it means Delhi was *en route*. If the destination was Allahabad, why has it not been mentioned in the Statement?

Secondly, in the Statement the reported runway visual range was 1,100 metres. This was within the pilot's capability. Sir, I think, the visual range is one thing and the visibility is another. The press reports quote the Air Traffic Controller, Mr. Gill. The press reports quote the A.T.C., Mr. Gill as saying that the visibility at the Airport at that time was reported to be about 500 metres only. Due to smog—smog means smoke with fog—the pilot was probably unable to judge the altitude correctly. But, here you say that the aircraft, which crashed, was short of runway at a point where normally it should have been above 600 feet above the ground. That means the pilot was not abe to judge the altitude.

The visibility was only 500 metres as reported by the A.T.C., but your Statement says the visual range was 1,100 metres. I would like to know whether the report given to the press by the A.T.C. is correct or the statement about the visual range is correct or it gives a different meaning. I hope the hon. Minister will enlighten us on this.

Regarding the inquiry, the I.A.F. Court of Inquiry will be constituted of the aircraft specialists to go into the cause of the accident, but from the press reports we are told that different agencies are going to conduct this particular inquiry. One agency is from the Air Force. Second is the Airports Authority of India. And the third is the Director-General of Civil Aviation. I would like to know whether the press report is true. In case it is true, I would like to know whether there will be ary interaction by the Air Force Court with the other two agencies. That is the information that we want to get from you. Then you say, "It has been in service in the IAF for the last 15 years and has a good safety record." But in the press the hon. Defence Minister, Mr. George Fernandes—who was away at Pokhran to witness the Air Force exercise, the Vayu Shakti, 1999—is reported to have said, "The mishap had brought to the force the need for a modern and a better equipment to avoid such accidents," If the report is true, it clearly states that had this aircraft been equipped with a modern equipment and with a better equipment this aircraft crash could have been avoided. This is what we learn from that statement. I would like to know from the Defence Minister whether the statement made to the press is true. I would like to know from the Defence Minister in what sense he has said, "The mishap brought to the fore the need for a better equiplment to avoid such accidents." In what sense has this report been given to the press? I want to know about this. He said "It has been in service in the IAF for the last 15 years and has a good safety record." In what sense has this sentence been made? This has not been informed to this august House. How many accidents took place? My learned friend, Mr. Gurudas Das Gupta, has actually raised an important issue, "How many accidents took place?" I am also putting this question because we have been informed that this AN-32 aircraft is fitted with the frame of An-26 aircraft. it is also fitted with an engine meant for An-12 which is a bigger aircraft. Then, AN-26 aircraft is fitted with the frame of A-32 aircraft. Actually when you say, "good safety record" this also comes to our mind. This must be one of the reasons for that. We also want to know that point.

The last point is regarding compensation for the common citizens who have lost their lives. This point has not been mentioned in the statement at all. What has been the decision taken by your Ministry? That point also has to be explained.

I hope the Minister would enlighten the House regarding destination, visibility, his observations, different agencies of inquiry, the type of frames and engines. Thank you.

श्री मोहम्मद सलीम (पश्चिमी बंगाल): उपसभाध्यक्ष महोदय, मंत्री महोदय जो बयान लेकर आए हैं, मैं उनके बयान के आखिर से शुरू कर रहा हूं क्योंकि काफी सवाल हो चुके है। यह बात तो तय है कि जो चालक दल के लोग थे वे योग्यता प्राप्त थे, प्रशिक्षित थे, लेकिन दिक्कत इस बात की है और मेरा पहला सवाल है कि पिछले 9 साल में 90 के दशक में, इंडियन एयर फोर्स के कितने एयरक्राफ्ट क्रैश हुये? मेरे हिसाब से सैकड़ों से ज्यादा और जो सालाना एयर फोर्स का बजट है, उससे कहीं ज्यादा हम पिछले कई सालों में सिर्फ एयर क्रैश में खो चुके हैं। हर ऐसे हादसे के बाद मंत्री महोदय बयान देते हैं, कोर्ट आफ एंक्वायरी भी होती है, लेकिन अधिकतर जगह में ऐसा होता है कोर्ट आफ इंक्वायरी जो रिकमेंडेशन्स करती है, चाहे वह सिविल एयर क्रैश के बारे में हो या एयर फोर्स के बारे में हो, हरेक इंक्वायरी कमेटी में रिकमेंडेशन्स देती रहते है। वह ऐसी सेम रिकमेंडशन्स क्यों देती है, क्योंकि पिछली जो रिकमेंडेशन्स होती हैं, वे लागू नहीं होती।

इसलिये अगर आप पिछली कई कोर्ट आफ इंक्वायरी की रिकमेंडेशन्स देखेंगे तो आप पाएंगे कि वे एक के बाद एक सेम रिकमेंडेशन्स देते जाते हैं, जबकि सिमिलर बात नहीं होनी चाहिये, पहली से दूसरी बार इम्प्रूव्ड होनी चाहिए। मेरा कहना है कि हम बहुत ही महत्वपूर्ण, कीमती जानें खो रहे हैं। दूसरा सवाल यह यह है, डिप्टी चेयरमैन साहिबा, जैसा सभी कह रहे थे और अखबारों में भी आया है, मंत्री महोदय अपने बयान में कहते हैं कि 14 यात्री और चालक दल के चार सदस्य कुल 18 उसमें सवार थे। यह मंत्री महोदय पार्लियमेंट में बयान दे रहे हैं। लेकिन दूसरी रिपोर्ट भी आई है, अखबारों में लिखा है कि जहां से हम बरामद हुये हैं तो पैसेंजर लिस्ट के मुताबिक या तो वह ऐसा कहते है कि 14+4=18 थे क्योंकि अभी भी वह, मंत्री महोदय के बयान में ऐसा भी है। जिसका आईडेंटिफिकेशन नहीं हुआ है। दूसरी जगह न्यूज पेपर रिपोर्ट है कि आईडेंटी कार्ड से ऐसा पता चला है कि दो यात्री ऐसे थे, जो वायु सेना के ही थे, वरिष्ट अधिकारी थे, भैयां भी बच्चे के साथ, बच्चे भी थे। तो मंत्री महोदय इसके बारे में थोड़ा सा खुलासा करें क्योंकि यह खुद वहां पर गये थे।

मेरा अगला सवाल यह है कि क्या यह जो ए०एन० 32 है यह डिफेक्टिव है? 15 साल हो चुके तो ऐसे मीडीयम ट्रांसपोर्ट और पैसेंजर दोनों को जो ये प्लेन ले जाते है, इसका कितना लाइफ स्पैन होता है और अब यह किस स्थिति में है? वैसे 15 साल काफी है तो क्या ये और भी आगे काम आ सकते हैं? हम एजिंग के बारे में वर्षों से सुन रहे हैं लेकिन अभी उसे लागू नहीं कर पर रहे है। इसको 15 साल हो गये हैं। ए०एन०-32 का लाइफ स्पैन कितना है? अगर ज्यादा हो गया तो उसके रिप्लेसेमेंट के बारे में आप क्या सोच रहे हैं? क्या हम ऐसी तरह से कीमती जानें गंवाते रहेंगे, इसके बारे में भी मंत्री महोदय बताएं।

यह जो लेबर्स मारे गये हैं, बच्चे मारे गये हैं, टेलीविजन पर जैसा हम लोगों ने देखा, महिला रो रही थी, उसके दो बच्चे थे। आप तो पुराने समाजवादी हैं। सिविलियन्स के बारे में अपने कहा लेकिन जिन्होंने अपने बच्चे गंवाएं, मां जो कलप रही थी जिसको हमने टेलीविजन पर देखा, जब आप वहां पहुंचे होंगे तो आपने उसको भी देखा होगा—आप इस चीज का पता करते कि वह कौन थे, लंबरर्स थे, बच्चे थे, मासूम बच्चे जिनका उससे कोई लेना-देना नहीं था, उसका केवल इतना कसूर है कि वहां पर कस्ट्रशन हो रहा था और वहां पर वह अपने परिवार के साथ झोपड़ी में रहने लगा। अगर वे इस बारे में वे हमें एक लाइन बताएंगे तो उनकी जो पुरानी विचारधारा है, विचारबद्धता है उसके प्रति ईमानदारी निभायेंगे।

जो टेक्नीकल प्वाइंट है, वह है कि अभी यह होता है कि ए०टी०सी० सिविलियन करते हैं और यह डिफेंस का मामला है। यहां पर सिविल एविएशन मिनिस्टर नहीं हैं। वाईस चेयरमैन सर, यह जो ए०टी०सी० का मामला है, हमेशा ऐसा होता है कि अगर यह सिविलियन होता तो सर्वश्रेष्ट आ जाते कि यह पायलेट का दोष है या ए०टी०सी० का है इसे देखने के लिये हम इन्कवायरी कर रहे हैं। तो जो माईनाजेशन हुआ, सैकड़ों करोड़ रुपये खर्च करके, पिछली तीन चार गर्वनमेंट के मंत्री गये और उन्होंने उद्घाटन किया लेकिन आज तक भी मशीनरी, जिसे हम सैकड़ों रुपये खर्च करके लाए है उसका कोई युटिलाइजेशन नहीं हो रहा है। तो क्या इसके लिये उनके जी काउंटर पार्ट हैं, सिविल एविएशन मिनिस्टर, क्या उनसे वह बात करेंगे कि हम जो दो सौ, चार सौ करोड़ रुपये खर्च करते हैं तो उससे एफिसियेंसी बढ़नी चाहिये। उनका ठीक इस्तेमाल होना चाहिये, ठीक से प्रयोग होना चाहिये और प्रयोग करने में कहां पर खामियां रह जाती हैं उसको देखें।

यह कहा जा रहा है कि जो विजिबिलिटी थी, 11 सौ मीटर थी। जहां तक हमारी समझ है यह इनफ है। अगर इतनी विजिबिलिटी थी उस समय सुबह में तो इनफ है लेकिन दिक्कत यह है कि अगर उस वक्त वह इतने नीचे चला आया तो यह ए०टी०सी० का मामला नहीं है। जो फ्लाइट है वह 600 मीटर ऊपर रहना चाहिये, टेक्नीकली अगर कहा जाए इतनी हाइट उन्हें रखनी चाहिये थी। वह हाइट लास्ट कर गई है, यो तो टेक्नीकल बात है। मंत्री जी बतायेंगे कि हम इसका मालूम करेंगे, ब्लेक बाक्स से मालूम करेंगे लेकिन ए०टी०सी० से जो उनके कन्वर्सेशन हुये तो ए०टी०सी० के रिकार्ड को भी क्या उन्होंने लिया है कि जो सिग्नल्स वे दे रहे थे, जब वे लास्ट कर गये तो वे किस हाइट पर थे और किस तरह से वे सौ गये?

†[ ]श्री मोहम्मद सलीम: जनाब वाईस चेयरमैन साहब, मैं मंत्री महोदय के जो बयान लेकर आये हैं, मैं उनके बयान के आखिर से शुरू कर रहा हूं क्योंकि काफी सवाल हो चुके हैं। यह बात तो तय है कि जो चालक

†[ ]Transilteration in Arabic Script

میں بھی آیا ہے۔ منتری مہودے اپنے بیان میں کہتے ہیں کہ چودہ یاتری اور چالک دل کے چار سدسیے کل اٹھارہ اس میں سوار تھے، یہ منتری مہودے پارلیمنٹ میں بیان دے رہے ہیں لیکن دوسری رپورٹ بھی آئی ہے، اخباروں میں لکھا ہے کہ جہاں سے لاشیں برآمد ہوئی ہیں تو پیسنجر لسٹ کے مطابق یا تو ایسا کہتے ہیں کہ ۲۸=۱۲+۱۶ تھے کیونکہ ابھی بھی وہاں منتری مہودے کے بیان میں ایسا بھی ہے، جن کا آئی ڈینٹی فکیشن نہیں ہوا ہے۔ دوسری جگہ نیوز پیپر رپورٹ ہے کہ آئی ڈینٹی کارڈ سے ایسا پتہ چلا ہے کہ دو یاتری ایسے تھے جو وایو سینا کے ہی تھے۔ ورشٹ ادھیکاری تھے، وہاں تھی بچے کے ساتھ، بچے بھی تھے۔ تو منتری مہودے اسکے بارے میں تھوڑا سا خلاصہ کریں کیونکہ وہ خود وہاں پر گئے۔

میرا اگلا سوال یہ ہے کہ کیا یہ جو اے این ۲۴ ہے یہ ڈفیکٹیو ہے؟ ۱۵ سال ہو چکے تو ایسے میڈیم ٹرانسپورٹ اور پیسنجر دونوں کو جو یہ پلین لے جاتے ہیں اسکا کتنا لائف اسپین ہوتا ہے اور اب یہ کس حالت میں ہے؟ ویسے ۱۵ سال کافی تو کیا یہ اور بھی آگے کام آسکتے ہیں۔ ہم ایجنگ کے بارے میں سالوں سے سن رہا ہوں دل کے روگ تھے وہ یوگیتا پراپت تھے، پرشکشت تھے، لیکن دقت اس بات کی ہے اور میرا پہلا سوال ہے کہ پچھلے نو سال میں، ۹۰ کے دشک میں، انڈین ایرفورس کے کتنے ایر کرافٹ کریش ہوئے؟ میرے حساب سے سینکڑوں سے زیادہ اور جو سالانہ ایر فورس کا بجٹ ہے، اس سے کہیں زیادہ ہم پچھلے کئی سالوں میں صرف ایر کریش میں کھو چکے ہیں۔ ہر ایسے حادثے کے بعد منتری مہودے بیان دیتے ہیں، کورٹ آف انکوائری جو رکمنڈیشن کرتی ہے، چاہے وہ سول ایئر کریش کے بارے میں ہو یا ایئر فورس کے بارے میں ہو، ہر ایک انکوائری کمیٹی سیم رکمنڈیشنز دیتی رہتی ہے۔ وہ ایسی سیم رکمنڈیشنس کیوں دیتی ہے؟ کیونکہ پچھلی جو رکمنڈیشنس ہوتی ہیں، وہ لاگو نہیں ہوتیں۔ اس لئے اگر آپ پچھلی کئی کورٹ آف انکوائری کی رکمنڈیشنس دیکھیں گے تو آپ پائیں گے کہ وہ ایک کے بعد ایک سیم رکمنڈیشنس دیئے جاتے ہیں، جبکہ سمیلر بات نہیں ہونی چاہیئے، یہی سے، دوسری بار امپروو ہونی چاہیئے۔ میرا کہنا ہے کہ ہم بہت ہی مہتوپورن قیمتی جانیں کھو رہے ہیں۔

دوسرا سوال یہ ہے ڈپٹی چیئرمین صاحب۔ جیسا ابھی کہہ رہے تھے اور اخباروں

سول ایوی ایشن منسٹر نہیں ہیں۔ وائس چیئرمین سریہ جوالے۔ ٹی سی سی کا معاملہ ہے، ہمیشہ ایسا ہوتا ہے کہ اگر یہ سویلین ہوتا تو سجیشن آتے کہ یہ پائلٹ کا قصور ہے، یا اے ٹی سی کا ہے۔ اسے دیکھنے کے لئے ہم انکوائری کر رہے ہیں تو ماڈرنائزیشن ہوا، سینکڑوں روپے خرچ کرکے پچھلی تین چار گورنمنٹ کے منتری گئے اور انھوں نے ادگھاٹن کیا۔ لیکن آج تک بھی منتری جسے ہم سیکڑوں روپے خرچ کرکے لائے ہیں اس کا کوئی یوٹی لائی زیشن نہیں ہو رہا ہے تو کیا اسکے لئے اسکے جو کانٹریکٹ ہیں سول ایوی ایشن منسٹر، کیا ان سے وہ بات کریں گے کہ ہم جو دو سو، چار سو کروڑ روپے خرچ کرتے ہیں ان سے ایسی شینسی بڑھنی چاہیئے۔ انکا ٹھیک استعمال ہونا چاہیئے، ٹھیک سے پروپوگ ہونا چاہیئے اور پروپوگ کرنے میں کہاں پر خامیاں رہ جاتی ہیں اسکو دیکھیں۔

یہ کہا جا رہا ہے کہ جو ویز ایبلیٹی تھی، گیارہ سو میٹر تھی، جہاں تک ہماری سمجھ ہے یہ کافی ہے۔ اگر اتنی ویز ایبلیٹی تھی اس وقت صبح میں تو کافی ہے۔ لیکن دقت یہ ہے کہ اگر وہ اس وقت اتنی نیچے چلا آیا تو یہ اے ٹی سی کا معاملہ نہیں ہے جو فلائٹ ہے وہ چھ سو میٹر لیکن ابھی اسے لاگو نہیں کر پا رہے ہیں اسکو ۱۵ سال ہو گئے ہیں۔ اے این ۳۲ کا لائف اسپین کتنا ہے؟ اگر زیادہ ہو گیا ہے تو اسکے ریپلیسمنٹ کے بارے میں آپ کیا سوچ رہے ہیں؟ کیا ہم اس طرح قیمتی جانیں گنواتے رہیں گے اسکے بارے میں بھی منتری مہودے بتائیں۔

یہ جو لیبر مس مارے گئے ہیں، بچے مارے گئے ہیں، ٹیلی ویژن پر جیسا کہ ہم لوگوں نے دیکھا، چلا رہی تھی اسکے دو بچے تھے۔ آپ تو پرانے سماج وادی ہیں، سویلین کے بارے میں آپ نے کہا لیکن جنہوں نے اپنے بچے گنوائے، ماں جو کلپ رہی تھی جس کو ہم نے ٹیلی ویژن پر دیکھا ہوگا، آپ اس چیز کا پتہ کرتے کہ وہ کون تھے لیبر میں تھے، بچے تھے، معصوم بچے جن کا اس سے کوئی لینا دینا نہیں تھا اسکا صرف اتنا قصور ہے کہ وہاں پر تعمیر ہو رہی تھی اور وہاں پر وہ اپنے پریوار کے ساتھ جھونپڑی میں رہنے لگا۔ اگر وہ اس بارے میں ہمیں ایک لائن بتا دیتے تو ان کی جو پرانی وچار دھارا ہے، اسکے پرتی ایمانداری نبھائیں گے۔

جو ٹیکنیکل پوائنٹ ہے وہ ہے کہ ابھی یہ ہوتا ہے کہ اے۔ ٹی۔ سی سویلین کرتے ہیں اور یہ ڈفینس کا معاملہ ہے یہاں

اوپر رہنی چاہیئے، ٹیکنیکلی اگر کہا جائے
اتنی اونچائی انھیں رکھنی چاہیئے تھی۔
وہ ہائٹ لاسٹ کر گئی ہے، یہ تو ٹیکنیکل
بات ہے، منتری جی بتائیں گے کہ ہم اسکو
معلوم کریں گے، بلیک باکس سے معلوم
کریں گے۔ لیکن اے ٹی سی سے جو ان
کے کنورسیشن ہوئے تو اے ٹی سی
کے ریکارڈ کو بھی کیا انھوں نے لیا ہے
کہ جو سگنل وہ دے رہے تھے جب وہ
لاسٹ کر گئے تو وہ کس ہائٹ پر تھے
اور کس طرح سے وہ کھو گئے؟ "ختم شد"

SHRI S. VIDUTHALAI VIRUMBI: Mr. Vice-chairman there is one more *suo-moto* statement to be submitted by the Government regarding the air-cargo freighter crash recently at Chennai.

THE VICE-CHAIRMAN (SHRI JOHN F. FERNANDES): That comes under a different Minister.

SHRI S. VIDUTHALAI VIRUMBI: Yes, Sir. That is why I am requesting you to direct the Government of India, not the Defence Minister, to bring in that statement also.

SHRI VAYALAR RAVI (Kerala): Mr. Vice-Chairman, Sir, I am afraid, the statement of the Minister is more hoding the facts than revealing. As already explained here by other hon. Members, he is afraid of disclosing even the names of the persons who perished in this accident.

In a couple of weeks, this is the second accident. The first one had taken place in Chennai. that aircraft also belonged to the Defence Ministry, the DRDO. Some of the major equipments have collapsed and have been completely destroyed in the accident which had occurred at Chennai. We could not hear from the Minister how it has happened. Sir, I do not want to repeat what the hon. Members have already said about the number of accidents. I am only expressing my concern and my concern is not confined to the Defence Ministry only. It concerns the Government also. The Minister may have the report. He may place the report on the Table of the House, he may not place the report on the Table of the House. But a demand has already been made to palce it on the Table of the House. The question now is, this is a civilian airport. More and more civilians are using this airport. The Defence Ministry is also using it. so, before creating colonies near the airport, it is necessary that the Defence Ministry also must give the clearnace.becaûse the Ministry of Defence is also invovled. The Airports Authority of India has issued a statement that all their pleadings with the DDA and other institutions in Delhi not to construct big buildings near the runways have gone unheeded. Nobody has paid any heed to their advice. What steps is the Government going to take, apart from the inquirty? Many reports have come out in the press. Even the Airports Authority of India has made a statement about the situation that is prevailing in that area. That area is an accident prone area according to the Airport Authority of India. So, I would like to know from the Minister what initiative the Government has already taken to avoid the recurrence of such tragic incidents in future. This airport is one of the major civilian airports in the country. The statement which has been made by the Airports Aurthority of India will be read by all the airlines all over the world. Many foreign airlines are operating here. Many tourists are coming

to India, when such a panicky situation is prevailing in this area, it is not good for the country. This situation will only provoke the trans airlines, any problem may come.

The Vice-Chairman (Shri Md. salim) in the Chair.

I confine myself to only one question. I am addressing this question not only to the Defence Ministry but also to the Government. What steps are you taking to see that this area is free from any such consturctions? A lot of things are taking place around the airport. What steps are you contemplating to see that the airport is more safe for the landing and taking off of aircraft?

SHRI N. THALAVAI SUNDARAM (Tamil Nadu): Sir, I thank you for giving me this opportunity. Now, as far as our country is concerned, this is not the first time that an accident has taken place. I am very sorry to inform the hon. Minister that during the regime of the United Front Government, the then State Minister for Defence, Shri M.V.N. Somu, had met with an air accident; he died. But till date, no report has been submitted.

I am not accusing the Defence Ministry for this thing. Right now, we are discussing yesterday's incident. I am referring to the air accident which had taken place in 1997 in which a Minister of State for Defence was killed. I am very sorry to say that no report has been submitted to the House on that count. Then reeently, on 12.1.99, an accident had taken place at Arkkonam in which eight persons were killed. It was a plane belonging to the Defence Ministry. Four scientists of the DRDO were killed in that accident. The reply given was: "The aircraft which had taken off around 3.45 P.M. lost radio contact with the ATC at the air base. All these accidents took place only in respect of Naval and Air Force aircraft. I would like to know from the Minister whether these aircraft are old aircraft or whether there is any technical defect. As far as the Defence is concerned, you change the aircraft. I would also like to know as to how you are entertaining private persons in the Army, Navy and Air Force aircraft.

In the statement made by the hon. Minister, it is stated:

> "As per last information, a total of 22 bodies have been recovered from the crash site; 18 Service personnel comprising four aircrew, and 14 passengers were on board the ill-fated aircraft, 3 persons were civilians."

I would like to know from the hon. Minister whether the Defence aircraft or the Air Force Aircraft are misused or not. Our senior Members, Mr. Gurudas Das Gupta and Mr. Virumbi put a very specific question, how many accidents took place in the last ten years. My question is how these accidents took place. Most probably, the Defence aircraft are old aircraft. Our learned friend has put a specific question regarding the landing area. As far as Palam airport is concerned, why are they not using the main runway? That is the main question. As far as this area is concerned, why are they not using the main line? I request the hon. Minister to take necessary steps to improve the quality of the aircraft.

SHRI GOPALSINH G. SOLANKI (Gujarat): Sir, I am referring to the fourth para in which it has been stated:

> "It has been in service in the IAF for the last 15 years and has a good safety record. It is a reliable and technically robust aircraft which has flown extensively in the IAF."

Sir, I appreciate the statement made by the hon. Minister and the steps he is taking for acquiring new equipment and new technology. When AN-32 aircraft accidents take place so frequently, I would like to know as to why, up till now, these steps have not been taken to equip them with the new technology. The second thing is, it was used only for defence purposes, how did it happen that

private persons were found in the aircraft? what was the report available with the Defence Ministry when it had flown from Agra to Gwalior and then to Delhi? What is the report now? How many passengers, how many persons were there in that aircraft at the time of taking off from Gwalior? There must be some record. What does the inquiry reveal up till now? The House must be informed about that also.

श्री सतीश प्रधान: उपसभाध्यक्ष जी, दुर्भाग्य से यह दुर्घटना घटी और आज मंत्री जी ने यहां उस विषय पर अपना स्टेटमेंट रखा। आज के सभी अखबारों में इस विषय पर चर्चा हुई है और लायब्रेरी में जाकर इस विषय पर जो कुछ भी मैटीरियल अवेलेबल था उसको देखने की कोशिश की और जो सामने आ रहा है उस से बहुत सारे सवाल दिल में उठ खड़े होते हैं, मैं अपेक्षा करता हूं कि माननीय मंत्री जी इस विषय पर कुछ जानकारी दें तो बहुत अच्छा होगा। हर साल करीबन इसी तरह के स्टेटमेंट अलग-अलग समय पर सदन में दिए गए और पूछे गए सवालों के जवाब भी मंत्री जी द्वारा दिए गए। हर साल एप्रोक्सीमेट्ली तीस इस ढंग की दुर्घटनाएं घटती है। और उस के लिए डा० अब्दुल कलाम जैसे व्यक्ति की चैयरमैनशिप में एक कमेटी नियुक्ति की गयी। सर, हर समय ऐसा हो रहा है कि एक्सीडेंट कहीं भी हो—रेलवे का हो, हवाई जहाज का हो या कोई दूसरा हो, उस की जांच के लिए कमेटी नियुक्त की जाती है। इस तरह कमेटी के बाद कमेटी की नियुक्ति हम सुनते रहते हैं, लेकिन इन की रिपोर्ट पर क्या कार्यवाही हुई, इस विषय में पता नहीं चलता।

सर, यहां एक जगह बताया गया है कि डा० अब्दुल कलाम साहब ने ऐसी दुर्घटना न हो, इस के संबंध में सन् 84 में सूचना दी थी। मैं जानना चाहूंगा कि सन् 84 में दी गयी सूचना पर अमल करने के बारे में आगे क्या योजना बनी जबकि उस के बाद भी ऐसी दुर्घटना घटी है?

सर, इस दुर्घटना का संबंध सिर्फ डिफेंस मिनिस्टर से ही नहीं बल्कि सिविल एविएशनस मिनिस्टर का भी संबंध है। वह सदन में बैठे भी थे, अभी चले गए हैं, लेकिन मैं समझता हूं कि आज की तारीख में उन की उपस्थिति भी यहां आवश्यक है। इस में बताया गया है कि विमान एक्सीडेंट से पहले काफी उड़ान भर चुका था, लेकिन जब यह घटना घटी तो वह ए०टी०सी० कंट्रोल के बाहर चला गया था। मंत्री जी बताएं कि ए०टी०सी० कंट्रोल में क्या गड़बड़ी हुई? महोदय, आज की तारीख में जगह-जगह ए०टी०सी० स्टाफ की स्ट्राइक चल रही है जिस कारण कभी हवाई जहाज छूटता है, कभी नहीं छूटता है। इस विषय में भी आप को सदन को विश्वास में लेने की आवश्यकता थी।

सर, एक जगह बताया गया है कि "ह्यूमन इरर्स" के कारण 62 परसेंट एक्सीडेंट्स होते है, एअरक्राफ्ट मेंटेनेस की वजह से 19 परसेंट, बैड वैदर की वजह से 7 परसेंट और दूसरे मिसीलीनियस कारणों से 12 परसेंट एक्सीडेंट्स होते हैं। मैं मंत्री महोदय से जानना चाहूंगा कि सिविल एविएशन मिनिस्टर का यह कहना है तो आप के मंत्रालय का अनुभव क्या है? डिफेंस में और आप के एअर फोर्स में इस ढंग से कितने एक्सीडेंट्स होते हैं क्या इस विषय में किसी तरह का वर्गीकरण आप के मंत्रालय में किया गया है?

सर, ए०टी०सी० ने विमान को लैंडिंग के लिए 8 बजकर 12 मिनिट का समय दिया फिर 8:20 को यह विमान ए०टी०सी० कंट्रोल के बाहर चला गया। तो यह बीच का टाइमिंग आब्जर्व क्यों नहीं किया गया? बैड वैदर का भी उल्लेख आया है तो उसी समय दूसरा कोई हवाई जहाज उस एअर स्ट्रिप पर आया, कोई लैंडिंग हुई या नहीं, इस विषय में भी मंत्री जी से जानकारी चाहूंगा। फिर अगर विजिबिलिटी कम है और विजिबिलिटी तो अचानक भी चेंज हो सकती है। हवाई जहाज के लिए दूसरी व्यवस्था भी है कि अगर विजिबिलिटी चेंज हो गयी तो विमान ऊपर राउंड लेकर सही विजिबिलिटी होने पर उतरते हैं। इस कारण कभी-भी विमान आधा-आधा घंटे और एक-एक घंटे भी ऊपर घूमते हैं। ऐसा क्यों नहीं किया गया, इस विषय में भी स्पष्टीकरण चाहूंगा। हवाई जहाज के रोजर्स की बात भी महत्वपूर्ण है। रशिया के विभाजन के बाद विमानों के स्पेअर्स मिलने में कुछ कठिनाई है। तो क्या हवाई जहाज की मरम्मत के लिए आवश्यक स्पेअर्स सही ढंग से उपलब्ध थे?

सर, आजकल पायलट्स की ट्रेनिंग की भी काफी चर्चा है। पायलट्स की ट्रेनिंग के लिए जो हवाई जहाज यूज किए जाते हैं, उन की ठीक से मरम्मत भी बहुत आवश्यक है। साथ ही उन का पर्याप्त तादाद में होना भी जरूरी है। इस के अतिरिक्त उन्हें प्रशिक्षण के लिए पूरी सुविधाएं प्राप्त हैं, कई सालों से इस ओर ध्यान नहीं दिया गया है। साथ-ही-साथ उन की कुछ डिमांड्स भी पूरी नहीं की गयी हैं, ऐसी भी चर्चा है। उन्हें ढंग से पूरे प्रशिक्षण की जो डिमांड है, इस के संबंध में भी मंत्री

बतलाएं। अंत में एक बहुत महत्वपूर्ण सवाल यह खड़ा होता है कि

7.00 P.M.

जो 22 डैड बोडी वहां मिलीं, जिन 22 लोगों की मृत्यु हुई, वे कौन थे? क्या यह सभी डिफेन्स या एअर फोर्स से संबंधित थे? अगर एअर फोर्स से संबंधित नहीं थे तो कौन थे और क्यों थे? हमने कुछ साल पहले यह सुना था कि लखनऊ से एक हवाई जहाज उड़ा और पूना के एअरपोर्ट पर उसने लेंड किया। उनमें डिफेन्स मिनिस्टर के बारे में कुछ था, उनके साथ तीन लोगों ने प्रवास किया, जो गुंडे थे, क्रिमिनल थे। ऐसी चर्चा चली थी और आगे ऐसा नहीं होगा ऐसा बताया जाता था। मैं मंत्री जी से यह जानना चाहूंगा कि जो उस समय के सुरक्षा मंत्री के समय में ऐसा हुआ करता था, क्या आज की तारीख में यह व्यवस्था बंद हो गई है या वह आज भी फिर से शुरु हो गई है? क्योंकि यह प्रश्न सुरक्षा मंत्रालय से संबंधित, एअर फोर्स से संबंधित है।

महोदय, बोर्डिंग करते समय बोर्डिंग कार्ड के बिना कोई हवाई जहाज से नहीं जा सकता, ऐसा मेरा ख्याल है। जहां तक प्राइवेट एअर क्राफट से भी अगर कुछ लोगों को प्रवास करना है तो उसका भी उसके नाम से बोर्डिंग कार्ड रहता है। अब यह जो हवाई जहाज है, यह ट्रांसपोर्ट का है तो ट्रांसपोर्ट के जहाज में पैसेंजर के ट्रेवल करने के क्या नियम है? जो पैसेंजर उसमें ट्रेवल कर रहे हैं, इनके बोर्डिंग कार्ड होगे। तो वह कौन लोग ट्रेवल कर रहे थे? उसका रिकार्ड क्या उनके पास था?

महोदय, इन सभी विषयों के बारे में सदन को विश्वास में लेकर जानकारी देने की आवश्यकता है और इसलिए मैं आदरणीय मंत्री जी से प्रार्थना करूंगा, आप बहुत अच्छा काम कर रहे हैं, आप ट्रांपेरेन्सी से काम करते है, सबको विश्वास में लेकर आगे बढ़ना चाहते हैं, उस ढंग से आप काम कर रहे हैं इसलिए आप इस विषय पर उचित जानकारी सदन को दें तो मैं आपका आभारी होऊंगा। धन्यवाद।

श्री गांधी आज़ाद (उत्तर प्रदेश): महोदय, इस असमायिक घटना में खत्म हुए 22 लोगों के प्रति मैं लोक संवेदना प्रकट करता हूं। कोई भी दुर्घटना केवल दो कारणों से होती है— या तो मानवीय कारण से या फिर तकनीकी कारण से। मंत्री महोदय के बयान में पांचवां हिन्दी के मोटे अक्षरो में लिखा है—चालक दल इस यात्रा के लिए पूर्णतया प्रशिक्षित एवम् योग्य थे। अगर चालक दल प्रशिक्षित और योग्य थे, जैसा मंत्री महोदय स्वंय जानते हैं, तो इसका मतलब यह है कि मानवीय कारण से यह दुर्घटना नहीं हुई, केवल तकनीकी कारण से हुई है। मैं मंत्री जी से यह जानना चाहता हूं कि तकनीकी ऐसा कौन सा कारण हुआ है, जिसका तुरन्त पता लगाया जाए और पता लगाकर उस तकनीकी कारण को भी दूर किया जाए ताकि भविष्य में इस दुर्घटना की पुनरावृत्ति न हो।

महोदय, दूसरी बात, मैं मृतकों के आश्रितों को अधिकतम आर्थिक सहयोग देने की मंत्री महोदय से मांग करता हूं। धन्यवाद।

डा० (श्रीमती) उर्मिला चिमनभाई पटेल (गुजरात): सर, मैं आपके माध्यम से मंत्री महोदय से जानना चाहूंगी कि यह जो दुर्घटना हुई, इस दुर्घटना के पीछे क्या यह एएन-32 एयरक्राफ्ट का पुराना होना तो नहीं? यह एअरक्राफ्ट 15 साल से उपयोग में था। मैं जानना चाहूंगी कि इनकी लाइफ कितने साल की मानी जाती है। यह कितना पुराना एअरक्राफ्ट यूज करके कहीं हमने हमारे एअर फोर्स के लोगों की जान जोखिम में तो नहीं डाली है?

सर, मैं यह भी जानना चाहूंगी कि ऐसे कितने एअर क्राफ्ट का अभी भी उपयोग हो रहा है, जिनकी लाइफ टर्म खत्म हो गई हो? बिलो स्टैंडर्ड के हवाई जहाज को यूटिलाइज करके जो प्रोब्लम खड़ी हो रही है, इसके बारे में आप कुछ जांच-पड़ताल , इन्सपेग्राम कराकर यहां रिपोर्ट दिलाएंगे, मंत्री जी?

मैं यह कहना चाहती हूं कि जो इंडियन एयर फोर्स के हवाई जहाज हैं, उसमें प्रवास करने वाले हमारे बड़े-बड़े अफसर भी होते हैं। यहां एक सदस्य ने उल्लेख किया कि इसमें तीन विंग कमांडर भी थे, उसमें बहुत बड़े-बड़े अफसर भी हमारे होते हैं, कमांडर्स भी होते हैं, मिलिट्री फोर्सिस के सैकिंड लाइन आफ डिफेंस के जिम्मेदार लोग होते हैं, वे भी उसमें कभी-कभी आते-जाते रहते हैं या पैरा मिलिट्री फोर्सिस के लोग भी इसका उपयोग करते हैं। ये लोग हमारे देश की सुरक्षा की पूरी जिम्मेदारी लेकर, अपनी जान देश के लिए देने के लिए तैयार रहते हैं। अगर उनकी यह कुर्बानी देश के लिए होती तो उनको या उनके कुटुम्ब-जनों को या हम सबको गर्व होता, लेकिन यह जो हादसा हुआ है, ऐसे ऐक्सिडेट में अगर हमारी कीमती जाने जाएं, जो हमारी रक्षा की जिम्मेदारी लेकर जाते हैं, ऐसे लोगों की जाने जाएं तो यह बड़ी चिंता का भी विषय है और शर्मनाक बात भी है। अब यदि ऐसा हादसा हो तो सामान्यतः यह होता है कि उसकी इंक्वायरी की जाती है, ज्यूडिशयल इंक्वायरी की जाती है या कमेटी बनाई जाती है, उसकी रिपोर्ट आती

है। मैं यह जानना चाहती हूं कि इससे आगे कोई ऐक्शन होता है या नहीं होता है और पिछले तीन साल में ऐसे क्या ऐक्शन लिए गए हैं जिससे कि ऐसे हादसे न हों और कमेटियों या इंक्वायरी कमीशनों के सजेशन्स पर क्या-क्या इम्पलीमेंटेशन हुआ और उसके परिणाम क्या हैं? इसके साथ ही साथ मैं कहना चाहती हूं कि पिछले तीन साल में कितने ऐक्सिडेंट हुए, इससे पहले 10 साल में कितने हुए, कम्पैरिज़न में हम कितना कम कर पाए, इसके बारे में अगर मंत्री जी कुछ जानकारी दें तो इससे हमें भी ख्याल रहेगा कि हम इस दिशा में कुछ कर रहे हैं। खाली इंक्वायरी करने या कमीशन बैठाना काफी नहीं है, प्रिवेंटिव मैज़र्स हम क्या ले रहे हैं, यह सबसे बड़ी महत्वपूर्ण बात है और इसके बारे में हम क्या कर रहे हैं, यह मैं जानना चाहती हूं? जहां तक इस हादसे में कम्पन्सैशन का सवाल है, तो मैं जानना चाहती हूं कि मिलिट्री में ऐसे हादसे में कम्पन्सेशन देने का क्या स्टैंडर्ड होता है और ऐसा कोई कम्पन्सेशन दिया गया है या दिया जाएगा, इस बारे में कोई उल्लेख इसमें नहीं किया गया है? तो मैं मंत्री जी से कहना चाहूंगी कि वे इसके बारे में भी जानकारी दें तो हाउस थोड़ा आश्वस्त होगा। धन्यवाद।

DR. ARUN KUMAR SARMA (Assam): Mr. Vice-Chairman, Sir, I associate myself with other Members in paying homage to those who lost their lives in this unforeseen accident. This is not a new phenomenon. Due to improper planning, there have been many such accidents, and we have lost several lives. In addition to this loss, we also have the economic loss, the financial loss. All of us have experienced that due to poor visibility in the winter months, most of the aircraft could not ply in time, and the extent of loss has been Rs. 1 crore a day. Some time back, while I and another Member, Dr. Dutta, were travelling, when we enquired from the pilot, we were told that there are certain places in other parts of the world where they have modern devices because of which they are able to fly even when there is poor visibility. At a time when we are proceeding in competition with other developed nations and when we are going in for technology innovations, which were very well shown during the nuclear tests, we are still not developing our techniques, and we had to even lose one Minister of State for Defence a year back. I am sure that this is not a matter relating to the Defence Ministry alone. The Civil Aviation Ministry has to come forward with a specific proposal, and they have to find out the quantum of loss that was suffered during this winter season. If we really plan well, we can have all the advanced technological requirements. This way the economic loss can also be curtailed.

Supposing there is war-time, what will happen if we are not able to fly our aircraft because of poor visibility? When such is the situation after 50 years of independence, it is unfortunate to know how planning has been done all these years. I hope that the hon. Minister will clarify this point, and I am sure that the Government will take up complete modernisation of the landing system jointly with the Civil Aviation Ministry, and that it will see to it that the aircraft is able to fly even while there is poor visibility. The Government should replace the old, outdated, aircraft, and it should also provide fresh training to the aircraft personnel, who have, otherwise, been trained long before. They require training on the latest facilities. Thank you, Sir.

SHRI GEORGE FERNANDES: Sir, I will first deal with the accident itself. As I have stated in my statement regarding the time of the accident and so on, questions have been raised about a particular runway, and the hon. Members have referred to some newspaper reports, particularly, the statement by the Air Traffic Controllers' Guild. I visited the site yesterday evening after I came back from Pokhran. Alighting from the aircraft, I drove straight to the site of the accident along with the Chief of the Air Staff, Air Chief Marshal Tipnis. We had some airforce officials with us. Many of them had been there since the time they learnt about this incident. And they were concerned with clearing the place and trying to get to the root of some of the

issues that were bothering them. There were also officers of the Airports Authority. I, personally, had a very good look of the area where this accident took place. Sir, that very morning, I flew from that very point — 'the point' meaning not the point of the accident, but the point where this plane should have touched down. My aircraft, which was a boeing, and which carried a large number of Members of parliament and two Members of the Government and some other invitees to the Vayu Shakti at Pokhran, took off from that runway at about six or seven minutes after eight in the morning, and this incident was some time after 8.15 a.m. Our aircraft took off from that point. A query was there as to whether this runway used for landing of aircraft. Points have been raised here about the visibility; whether it was 1600 metres or whether it was 1100 metres, as I had stated in my statement, or whether it was 500 metres, as some others have information. Sir, from 5.30 in the morning till a few minutes after eight, when the aircraft in which I was travelling took off, the number of aircraft that landed on this runway was seven. Of these, one of the last two aircraft to land there was at one minute past 8.00 a.m.; it was an Air India flight, and the other was at four minutes past 8.00 a.m. and it was another Air India flight. So, insofar as the visibility question is concerned or whether the runway was operational or whether the Instrument Landing System was functioning or whether the other instruments that are used by ATCs and so on and so forth were operational, you have the answer in the fact that from 5.30 a.m. till a little after 8.00 a.m., seven aircraft landed at that point. Now, we went to this place and saw the devastation there. One of the points that was made by the airport authorities and some people of that area was that, at this particular spot, where the accident had taken place or where the plane had crashed, there was thick fog. Now, the runway was open. But at this particular spot, which is about two nautical miles away from the landing spot, there was said to be thick fog. In fact, when I came down from the aircraft from Pokhran, our Air Force officers, who were there to recieve me and who had already gone there in the morning as soon as they had got this information about the crash, said that the visibility at that particular spot, which was in that little area only, was almost zero.

But then a question arises; and the question is that at that point, where the plane had crashed, this aircraft should have been at least 600 feet above the ground. In the event, it had come down it crashed into a situation where one will have to really wait for the court of inquiry to give us the answer to this question because, as I said, both the recorders have been recovered; they are in perfect condition; and I am sure there will be enough evidence recorded there which will give us some answers as to why this particular accident occured.

Many hon. Members have expressed their concern about the age of the aircraft, about their life, about their spare parts and a whole lot of other things. These aircraft have been coming into this country from 1984. I don't have the exact date as to when their induction ended because, after all, we acquired 114 of these aircraft and 114 aircraft take, perhaps, two to three years, if not more, to be delivered. Out of these 114 aircraft, nine have been destroyed in accidents. I agree with you that not even one should be destroyed. One of them even as it was being flown from Russia to Delhi, or, wherever it was to land, got lost in the sea and no one ever found out where, how and why it was lost. Therefore, there is a mystery about that aircraft which was lost in the sea. Two aircraft had a collision up in mid-air. One cannot say that was because the aircraft was not good enough. That was obviously due to some human error. That takes care of three. One is the latest one, which takes care of four. Then, there have been five other accidents and the court of inquiry reports in respect of these accidents indicate that

all of these accidents were due to human error. Therefore, insofar as the aircraft itself is concerned, I don't think the House should have any grave concern. I don't think there is any reason for that. Therefore, when, in the statement, it was mentioned that it is a reliable and technically robust aircraft which has been flown extensively in the Indian Air Force, there was some reason for making this statement. I think the total flying hours of these aircraft, taken together, is 4,20,000 hours which is a fairly long flying time.

Sir, an hon. Member referred to the supply of spares or the availability of spares, particularly after the disintegration of the then Soviet Union. There have been problems, but these problems arose some time from 1995, and these problems arose for two reasons. One, these spare parts that were needed were not from Russia, but they had to come, I think, from Ukraine. Therefore, there was a little bit of problem there. The second was the cost. The money that was demanded for these spares was 200 per cent -- if not more--than what they should have actually charged. Therefore, there was some delay, more negotiations, and in the process, since 1995, there have been some problems, as I have noticed. But those problems are not such that the aircraft are not flying or that they had to to be grounded for lack of spares or for lack of any kind of other material that they may have needed.

I would like to let the House know that of all these 114 aircraft, after deducting these nine which have been destroyed in accidents, there are 18 aircraft which are undergoing overhaul in the HAL, and there are 10 aircraft which are undergoing overhaul or repair in the Air Force workshops. Which means, just now, we have 77 of these aircraft which are available for flying.

One hon. Member said that this is a cargo aircraft, and why did you carry passengers in it? It was not a cargo aircraft, it was a passenger aircraft. I have flown in these aircraft in the last one year, at least on half - a - dozen occasions. They are configured to carry passengers; not all of them. There are also cargo configured aircraft; there are some which take both cargo and passengers. It all depends on the configuration. In this case, this was a passenger configured aircraft. Therefore, it is not that there was some callousness or carelessness or some casualness in taking people into the aircraft just because they had to go from one point to the other.

Sir, there is a controversy over the number of passenger and the passengers who had no business to be on that aircraft. Sir, I have stated that 22 deaths have occurred in this accident or in this crash. Of these, nine bodies were in the Research and Referral Hospital of the Indian Army which is very close to the airport. Of these, seven were Air Force officials and two were civilians. Ten in the Base Hospitals in Delhi Cantt; all Air Force personnel. One in Deen Dayal Upadhyay Hospital an Air Force personnel and two in Safdarjung Hospital; both civilians. So, the number of casualities or the number of deaths is 22 -- 18 from the services, the Air Force and four were civilians. Two persons are in the R&R Hospitals and two are in the Safdarjung Hospitals, a civil hospital. I have the list of passengers with me. It is true that there were three or four Wing Commanders, Flying Officers, Squadron Leaders and other officers. Now, where do this extra casualities come from? Sir, the lady in question was from one of the jhuggis and the two children and the fourth one should also be from the locality. I am aware that the newspapers have mentioned about two persons who were Air Force personnel but they were not listed. Their names have also been mentioned. One name is that of one Dinesh Kumar. Now, this Dinesh Kumar was Wing Commander, D.K. Shukla ...*(Interruptions)*... Wing Commander D.K. Shukla, who was very much a passenger on this aircraft and boarded the aircraft at Agra. Now,

the other name which has been mentioned is of one Mr. Grewal. Since yesterday, the Air Force has been trying to find out whether there is anyone by this name in the officers rank or among the other officials of the Air Force. There is no such persons. Then, how does this name come? It is something which we will have to find out as to wherefrom this name has emerged because insofar as the number of bodies recovered from that site of accident is concerned, the number including those of the civilian population in those **Jhuggis,** adds up to 22, and these 22 persons have been identified as crew, as the passengers. Now, some hon. Members took exception to this word 'passengers' and that these persons were being treated casually. Sir, they were passengers in that aircraft. This is the only way one can refer to them. There is no other way you can refer to a uniformed person who is travelling as a passenger. There is no other designation for him. He is there as a passenger.

SHRI SURESH KALMADI: Were they all manifested? ...*(Interruptions)*....

SHRI GEORGE FERNANDES: Yes, they were all manifested passengers. ...*(Interruptions)*... That is why one has to find out as to where exactly this name Grewal comes from. ...*(Interruptions)*...

SHRI DIPANKAR MUKHERJEE (West Bengal): As per the list, they were all authorised passengers. ...*(Interruptions)*... I would like to know the number of unauthorised persons who were travelling in this aircraft. ...*(Interruptions)*... Were there any unauthorised passengers? ...*(Interruptions)*...

SHRI GEORGE FERNANDES: That is the point that I am making that there was no unauthorised persons on this aircraft. There were no unauthorised persons on this aircraft. Sir, now a question has been put about the life of this aircraft. Sir, the life of this AN-32 aircraft began in 1984-85. These aircraft are expected to be in the service of our Air Force till the year 2005. So, therefore, they have a long life. As I pointed out, there has not been a single accident so far, which shows that there was a technical snag or there was a mechanical failure or other failure. These aircrafts have, so far, served us well and I am sure, they will continue to serve us well for the duration of their life, which is upto 2015. Many hon. Members referred to many accidents that had taken place and many Commissions or courts of enquiries that had been constituted and said that their reports had not been presented or properly acted upon. Sir, between 1990-91 and 1998-99 - I am giving it because a specific point was raised by hon. Members - there were 202 accidents. During these nine years, there were 202 accidents. In 1990-91, there were 22 accidents. Out of that, two belonged to the transport fleet. That is the one I mentioned earlier. In 1991-92, there were 32 accidents. Out of that, one belonged to the transport fleet. In 1992-93, there were 22 accidents. Out of that, one belonged to the transport fleet. In 1993-94, there were 22 accidents; in 1994-95, there were 25 accidents; and in 1995-96, there were 27 accidents. In the meanwhile, the Abdul Kalam Committee was set up and it submitted its report. That report began to be implemented. There were something like 84 recommendations; and about 80 per cent of them have been implemented. If there are a few that are yet to be implemented, it is due to financial constraint and not due to lack of any kind of desire. I am sure we will overcome those financial constraints soon and see that those recommendations are also implemented. Sir, in 1996-97, from 27 accidents - I would not say that there was a sharp fall, but there was a major fall in the number of accidents - the figure came down to 19. Out of that, one belonged to the transport fleet. In 1997-98, the number of accidents came down to 16. And during 1998-99, there were 17 accidents. Out of that, one belonged to the transport fleet. Therefore, there has been an improvement in our safety performance in the Air Force. In regard to

accident, there is a specific reason as to why it took place. I do not think we can make a general observation and say that it is either but to human failure or it is due to mechanical failure or it is due to carelessness and so on. One cannot possible put them all in the same category. It will be the endeavour of the Defence Ministry and the Services to see that we carry on our work in a way and we go in for the kind of excellence which enables us to do away with accidents to the extent possible because, where there is a human error or a bird hit or any kind of a similar situation one can never,. ever say that we shall, for all times, the service shall be free from these accidents.

Sir, the question of compensation to the service personnel who died in the accident was raised. There is a well laid down compensation arrangement for all those who die while in service-whether they are officers or they belong to other ranks. There is a well laid down table wich will be implemented in this case as it is being implemented in all such situations. As far as civilian personnel who got injured or died is concerned, I am told, the law on the subject is,—you made a special reference to this—compensation will be determined by the revenue and civil authorities and will be awarded as soon as the court of inquiry report is submitted. now, there are three inquiries. The Air Force has ordered its own inquiry, as it should, and must appoint a court of inquiry to inquire into such accidents. I am sure, the Civil Aviation authorities have a reason to find out as to what exactly went wrong. The Airport Authority also has a reason to find out as to what went wrong. They are also going to have an inquiry. I am sure, they are not going to work at cross purposes. Wherever it is necessary, the Air Force will invariably interact with the other officials and will get whatever inputs they may have to offer to go to the bottom of the incident.

Sir, I think, I have dealt with most of the question. There is only one question regarding...(*Interruptions*)...Of course, one question was about the Advanced Jet Trainer (AJT). Many hon. Members referred to the AJT. The AJT does not figure in this because the AJT is concerned with the fighter aircraft, and not with the transport aircraft. So, these are two different categories. Of course, as far as the question of the AJT is concerned, it is true that it has been hanging fire for almost 15 years. But we have now reached a point where, I think it is only a matter of very little time, when a decision will be taken in this regard. There have been reasons as to why a quick decision could not be taken for the last eleven months. But I want to assure the House that this decision will not be delayed for a long time. We shall soon be acquiring the AJT, which, we believe, is the kind that we need, because there have been differences on the point as to which kind of AJT has to be acquired. There have been very sharp differences on this point. Now, we are reconciled on most of these.

I am sure, a decision will be taken soon. Insofar as the question as to which runway we should use, is concerned, it is not a matter which the Defence Ministry can deal with. Some hon. Members were saying that I will avoid answering this question by saying that it is not our responsibility. It is not just a question of responsibility, but we do not just figure in it because each particular runway has to be used at a particular hour. This depends or a lot of factors, including, perhaps, the direction in which the wind is blowing. these things are decided by the ATCs and the Airports Authority. Delhi is an airport where the military or the Air Force does not have any say in deciding as to what should be done and what should not be done. Very often we have to make a special request that we may be given a quicker passage than we are normally given. The Airports Authority has genuine problems.

SHRI DIPANKAR MUKERJEE: A lot of apprehensions have been expressed about the ATCs. If the hon. Minister

cannot assure us of that, can the Civil Aviation Minister come here? This is my first query. My second query is about the compensation.

लॉ और इंक्वायरी, यह सब होता रहेगा, वे जो 4 झुग्गी वाले मारे गए हैं उनके लिए कौन सी इंक्वायरी होगी, क्या होगा। Are you going to give some lumpsum amount to those four people?

SHRI GEORGE FERNANDES: I am sure, there will be some compensation for them...*(Interruptions)*.

SHRI DIPANKAR MUKHERJEE: Kindly do something for them. कम से कम उन चारों के लिए तो कुछ बोलिए।

SHRI GOPALSINH G. SOLANKI: So far as the question of compensation is concerned, it is going to be decided according to the rules and, after that on the basis of the report of the Commission. I would like to seek a clarification in this regard, is it not possible to arrange for some interim relief for these four people?

SHRI DIPANKAR MUKHERJEE: This is what I am asking.

SHRI GEORGE FERNANDES: Sir, I will do whatever I can do in this matter. I am sure, the House will bear with me insofar as my inability to answer the question relating to the functioning of airports is concerned...*(Interruptions)*...I will convey it to the Civil Aviation Minister.

THE VICE-CHAIRMAN (SHRI MD. SALIM): The Minister will convey your sentiments, grievances and points to his colleague.

The House is adjourned till 11.00 a.m. tomorrow.

The House then adjourned at forty minutes past seven of the clock till eleven of the clock on Tuesday, the 9th March, 1999.